



# Event Format Explained

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### Time Attack: At It's Heart...

This is PSGKA's version of a timed open-lapping day. Think of it like a longer practice day with the timing system turned on and everyone chasing one perfect lap.

Instead of racing for position, your day comes down to your best valid lap time. That means you can build speed over multiple sessions, come in for changes, go back out, and keep taking swings at it. At the end of the competitive portion of the day, the fastest valid lap in each class wins.

### The feel of the event

The format is intentionally looser and more playful than a normal race day. You are still running within your class, still expected to be safe, and still need a legal kart that looks class-correct... but this is not meant to feel like a full sprint-race program. There is no weight enforcement, wet tires are unrestricted, and the event is not eligible for track records. (Though maybe we'll track the Time Attack records separately)

That is part of the personality of the day: it is supposed to be fun, quirky, and a place to chase a lap time without the structure of wheel-to-wheel racing. If you are the kind of racer who enjoys finding the edges of the rules without obviously stepping over them, this format will probably make sense to you quickly. Still, there are a few hard lines: if something is visibly outside the class rules, your laps can be wiped, and driving penalties can absolutely cost you your best times.

### How the day runs

Registration is available all day. Engines cannot be started before 9:00 AM. The track goes hot at 9:00, and the Race Director determines the run-group rotation. Competitive sessions continue until the last rotation after 3:00 PM, and after that the track stays open for practice until 7:00 PM using the same basic session order. A drivers' meeting is not normally expected, but the Race Director can call one if needed.

Run groups are typically split into the usual broad categories like Kid, Cadet, 4-Stroke, and 2-Stroke. Session length depends on how many entries are in that group, so a light group may get a short 10-minute run, while a big group may get up to 30 minutes. If a group is empty or nobody is ready, that time can be absorbed by the sessions around it. Sessions may also get shortened a bit if officials need to recover karts. There is also a maximum session size of 20 karts, and the Race Director can split groups as desired.

### How you use your sessions

One of the biggest differences from race day is that you do not have to grid up at the exact start of your session. You can enter the track at any point during your group's assigned time, and you can exit whenever you want. In that sense, it works much more like practice than like a race.

That flexibility matters. It means you can wait for cleaner track, come in for tire pressure changes, or bail out early if the session is not giving you what you want. The tradeoff is that you are expected to manage yourself like an experienced racer: wait for a safe gap to enter, and do not loaf around on out-laps or in-laps in a way that ruins someone else's flyer.

### What counts as a valid lap

To get any official time at all, you need a transponder mounted in the required location. The timing system is official, and the Race Director has final say. Your result is not based on average pace, consistency, or finishing order — just your fastest valid lap of the day.

### Kart legality: looser, but not lawless

Classes follow PSGKA sprint class structure for age ranges and engines. For tech, the event uses a stock-appearing, no-teardown standard. In plain English: your kart needs to look like a legal kart for the class on visual inspection. If something is obviously non-compliant or clearly outside the normal class setup, the Race Director can invalidate all your prior laps for the day. LO206 entries are expected to have a legal engine seal.

Tires are one of the big Time Attack-specific wrinkles. Dry tires *cannot* be brand new and must be the proper class compound, but they only need to be race-day-marked, listed on a previous tech sheet, or worn enough that they are clearly not near-new. Wet tires, on the other hand, have no restrictions. Also, there is no weighing. That gives the event some intentional wiggle room compared with a normal race weekend.

### What will get your lap taken away

Because the whole format is built around one fast lap, penalties are aimed directly at lap times. Cutting through the hot pit or using a shortcut costs your prior and next lap. Blocking, swerving, or impeding can cost your fastest lap of the day. Contact can cost your fastest lap of that session. Dangerous or malicious driving can cost multiple top laps or get you removed from the event altogether. As usual, the Race Director has discretion.

That is really the main balancing feature of the event: you get a lot of freedom, but if you abuse that freedom by ruining somebody else's run or driving recklessly, the penalty hits exactly where it hurts.

### The basic mindset

The best way to think about Time Attack is this:

You are not trying to win a race.

You are trying to *build* **one great lap**.

That means choosing when to go out, finding space, deciding when the tires are ready, and knowing when to abandon a messy lap and reset. For racers used to heat races and finals, Time Attack rewards patience, track awareness, and a bit of opportunism just as much as outright pace.